

SECURITY INFORMATION  
CENTRAL INTELLIGENCE AGENCY

## REPORT

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COUNTRY USSR (Baltic)

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**SUBJECT** Leningrad Shipyard Activity

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Baltiiski zavod

1. On Baltiiski Zavod only 2 building ways could be seen. The west ways' direction was approximately north-south and nearly perpendicular to the Gutuyevski Wharf. The east ways run approximately northwest-southeast and are almost perpendicular to the shore along the Marti Shipyard. Along the shore or the wharf between the places where the ways take water, there was something which looked like a moored floating dock section. West of the west ways there was a bank with some sheds and warehouses. East of the east ways there was an equipment wharf. The area beyond the equipment wharf appeared to be occupied with sheds and halls of regular shipyard dimensions. The area east of the equipment wharf could not be clearly seen but gave no special impression of activity.

50X1-HUM

- a. On the west building ways there was a ship under construction. Its ribs had been raised and approximately half the plating had been installed. The stern was headed toward the Neva River. The ways were not concealed by anything and no devices which would indicate the presence of lock gates or of anything similar were detected except for the above-mentioned possible floating dock section. The ship was judged to be between 150 and 200 meters in length.

50X1-HUM

probably a cruiser under construction. Two cranes were connected to the ways cranes. The construction work appeared to be going on without any considerable intensity.

- b. On the east building ways there was a cruiser in a well-advanced stage of construction. It was judged to be of approximately the same size as the Maxim Gorki. It had two smokestacks, but the distance between the stacks appeared to be greater than that on the Maxim Gorki. The fire control tower was under construction, but construction was hardly half completed. The line of the deck seemed to break first near the after stack. The stern gave the impression of being round, as in the case of a traditional cruiser. (The ship was observed from the port side.) Astern, a kedge-anchor in its housing was seen on the port side. No masts were raised. There was very little construction scaffolding on

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50X1-HUM

board. The stern was not concealed by lock gates or by anything else. The stern was entirely dry above the water. The ship was entirely red-leaded. It seemed to be plainly ready for launching at any time. To the ways were connected many cranes. The construction work was progressing at a very active rate.

- c. On the equipment wharf, there were two cruisers of a type similar to the Maxim Gorki, placed lengthwise one after the other. These were observed from the stern, and no further observations could be made.

#### The Marti Shipyard

2. On the southern side of the Marti Shipyard area, an iron structure was seen which may have been scaffolding for a warehouse, for a newly-built shipyard hall, or for something similar. Along the wharf southwest of the shipyard there were no moored ships.

- a. On ship building ways which could be observed through the above-mentioned iron structure, there was a ship under construction. The ribs had been raised and the plating had begun to approach deck height.

50X1-HUM

Some shipyard cranes were seen around the ways. No other vessels under construction could be detected. Possibility of there being other ways north of the hull. However, new construction on such ways could not have been very far advanced.

50X1-HUM

- b. From the equipment wharf north of the shipyard a heavy cruiser was being towed out into the Neva River and then down the Neva. There were four tugs astern and tugs forward. No name or other designation was visible on the cruiser. It appeared to be of the same type as the cruiser which lay on the east ways of Baltiski Zavod. It had two triple turrets forward and probably two triple turrets aft. It also had the same type of smokestack (sic) as the Maxim Gorki. The after stack was completely detached from the mast, which was located aft of the stack. The line of the deck probably broke first near the after mast. The fire control tower appeared more compact than the tower on the Maxim Gorki. The ship was painted gray. It did not appear to be new, it was being overhauled. No flags were flying. During the warping a brass band played from the cruiser's forecastle.

50X1-HUM

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#### The Gutuyevski Wharf

3. Along the north side of the Gutuyevski wharf is located a double crane track; on the northern track are six regular cranes of approximately five-ton capacity. On the southern track is a very large crane with an arm which is approximately 50 meters in length; in an extreme case this crane can lift at least 22 tons. The wharf is constructed of cement and stone and is in excellent condition.

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